

THE WHEELER



Hereford Cycling Club 1887 Season

**Spring/Summer
2019**

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Please send all articles (typed or hand written) and pictures for *The Wheeler* to one of the above contacts. Items will be returned promptly after copying if requested.

Front cover photo: This year's CATI was rained off so we have a photo of "Hereford Cycling Club 1887 Season"

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CHAIRMAN'S INTRODUCTION

Welcome to all club members and readers,

It seems only a very short time since the depths of winter and long, cold, wet rides on a Sunday morning hanging on to the back of the training group. We are now almost at the longest day and have at least had a few glimpses of summer recently.

It seems that more club members are now taking advantage of cheap foreign travel (for the moment) to indulge in the hedonistic delights that lands further South in Europe can offer, i.e. sunshine, properly maintained roads, less traffic etc. I am often hearing about club members recent or planned trips abroad.

Unfortunately after such trips we all have to return home sooner or later. However, I find each time I travel back, as I am getting closer to home, I am struck by just what a beautiful area it is that we live in. Yes it rains a lot and the roads are full of potholes but the scenery! A recent return from a warm and arid Spanish countryside highlighted this perfectly as I travelled through lush, green terrain back to familiar surroundings. It's great to get away somewhere different but we really are very lucky with what is on our own doorstep.

Now if has warmed up a bit I might even go out for a ride.....

Meanwhile the racing season is well under way with the evening 10's receiving the usual healthy support. It is always good to see the wide range of abilities that covers participants in these events. It is the usual suspects who end up at the top of the timing sheets, with the odd surprise, but it's really good to see people at the other end of the sheet having a go. These events really are a great chance to take part, whatever your ability, in a proper competitive event. If you have been thinking about it for a while, now's your chance!

I'd like to take this opportunity to thank the committee and everyone who has helped with arranging or organising or helping in any way this year. If any member has ideas or wants to plan any sort of event then just let one of the committee know.

Meanwhile enjoy your cycling in our lovely countryside!

Jim Dicken

Chairman

ARTICLES

Hereford Wheelers Mountain Bike Ride

Start and Finish: Goodrich Village Hall

Refreshments: Dean Forest Cycles

Distance: 30 miles

Sunday 27th January saw the Brisk Club Run master some mud with their miles. The intrepid team of ten experienced an exhilarating ride through the Forest of Dean taking on the Bomb Hole (well, we looked at it!) and the Launch Pad. There were easy bits on roads, steep gradients up and down, slippery mud, twists and turns on minor wooded trails and a few shouts and screams on the way. When a fallen tree blocked our path, we were not to be thwarted and navigated our way through the tangle of branches. Whatever happened though, we were always spurred on by the prospect of a bacon butty or a large slice of cake and very good it was too.



Here is a quick question and answer session with two participants, Andy and Valerie Hurrell.

Q1 What did you enjoy most?

Andy: Using route to Welsh Bicknor YH and over old railway bridge AND riding unfamiliar parts of the Forest AND pasties at Dean Forest Cycles café AND riding exciting stretches of single track.

Valerie: The flat, non-technical bits of the trails and finishing the ride.

Q2 What did you enjoy the least?

Andy: Longer route than anticipated so had to wait until 1pm for refreshments

Valerie: Where do I start....deep mud, rocks, descents, tree roots and Vederers Route.

Q3 In a sentence, please describe route and terrain.

Andy: (Take a deep breath!) A good mixture of forest tracks and single tracks including some of the Vederers Route and Family Trail; passed a downhill area where a competition was taking place that fortunately we didn't get involved in; great descent of "Four Mile Hill" from Berry Hill to River Wye.

Valerie: Varied but too technical for my comfort.

Q4 Which 3 words best sum up the ride for you?

Andy: Varied, cold and long

Valerie: Mud, terror and anxiety!

Barbara Alsford

RAID ESPAÑA 1st – 9th September 2018

Report condensed from her diary by kind permission of Jody Conibear.

Riders included Ken Green, back-up van drivers included Linda Green, both of Hereford Wheelers.

Day 1 – Santiago de Compostela to Melide, Spain (64km, 1046m ascent)

We had a buffet breakfast at the hotel and then put the bikes together and started to meet the rest of the group who had variously come from Cornwall, Monmouthshire and Buckinghamshire, making 16 of us in total (14 cyclists, 2 drivers). The weather was hot and sunny. By the time we got going, it was around midday and we made straight for Santiago cathedral as the start point for our epic Raid and also the end point for the famous Camino de Santiago pilgrimage to the tomb of St James.



We hit the road after photos and immediately started some short sharp ascents, climbing quickly out of the ancient narrow roads of the old town and into the farmland and plantations beyond. The temperature was quickly getting into the high 30's/early 40's and it seemed a long way to Melide, even if it was only 40 miles or so. The first part of the ride followed the pilgrimage trail where hordes of hikers were making their final, exhausted steps towards Santiago. After around 15km we swung off the Camino trail and took a route skirting the edge of the airport through huge eucalyptus plantations. The cool shade and smell of the leaves was a welcome respite from the heat. As we passed the airport, a military jet boomed into view and performed acrobatics above us which was a pretty good distraction for a while.

After leaving the plantations, the heat became more intense and the countryside continued to roll. We stopped in Touro for a cool mid-afternoon drink and some snacks before covering the final few kilometres to our hotel in Melide.

Day 2 – Melide, Galicia to Cecos, Asturias (156km, 3472m ascent)

We were riding into the beautiful sunrise by 8.45am. It was cool and refreshing in the morning air, quite a contrast to the heat the day before. The roads were wide with long 'draggy' hills at first then we turned off onto the lanes into dairy farming country. The countryside continued to roll in a "Devonshire" kind of way and the day became hot again. Our second stop was in a large market town called Castroverde (80km) where we sat outside a bar eating tapas, toasted sandwiches and burgers.

It was scorching when we set out again after lunch (40c+) and we immediately had to climb an 8% drag over 10km up the main road. We were now into the wilderness (aptly described as "Exmoor on steroids!") which was beautiful but harsh! We had four big climbs before the end of the day across the moorlands. The first climb was by far the worst (11-15% for around 3km) and Helen made it to the top first. The rest of us followed and sheltered in an old shed out of the heat.

The farmer filled our water bottles and later Linda and Rod kept the vehicles close to us so that we could keep topped up in the heat. We crawled over the next two climbs and saw a storm brewing on the horizon of the final climb so we tried to press on in our exhausted states. As we crested the final climb the storm broke and the thunder and lightning crashed down around us and rain flooded the road. The rain was coming down so hard, it was hard to see. We eventually reached the valley and scooted along to the Hotel Xana. Everything was soaked for the first (and sadly not the only!) time on the trip.

Day 3 – Cecos to Proaza, Asturias (150km, 3298m ascent)

We were all looking forward to a good breakfast after the exertions of the day before and the demands to come. However, it was not to be! We went down to the dining room to find one stressed waiter serving each of us individually with: 1 glass of orange juice, 1 coffee and 1 slice of toast and jam. We were not impressed and quickly hit the road at 8.30am. As it happened, it was lucky we hadn't eaten much because we turned left out of the hotel and straight up a 700m ascent following a long gorge. The storm clouds were still hanging low over the mountains and by 10am, the heavens had

opened again and we had to shelter as best we could whilst waiting for the van to bring our rain jackets. The rain showed no sign of abating so there was no point in hanging around. We continued traversing the mountainside, passed a quarry/mine, then had a freezing descent with roadworks, heavy lorries and slippery newly-laid tarmac. Some sections of the road were very dangerously potholed under the surface water, causing a couple of buckled wheels.

We pedalled in the rain along the valley to Degaña for a coffee stop and then continued to slog uphill along the valley and over Puerto Cerrado (a dam) and climbed up to the regional boundary into León. We descended again and had a long section of group riding across the plains to get to the lunch stop at Torrebarrio.

We were pretty tired but it was now dry and we were cheered by the sun finally appearing. The scenery was becoming more rocky and classically mountainous. After lunch, we rode northwards into the Somiedo Nature Reserve. The scenery was stark but the climb to Puerto Ventana wasn't too severe and we were rewarded with fabulous views, griffon vultures, wild cows and herd protection dogs at the top. Apparently there were brown bears too!



Ominous clouds were rolling in again so we put on our rain jackets again. The long descent to Proaza was beautiful and enjoyable although you had to be careful of pot-holes, the dogs and wildlife. The final few kilometres were slightly downhill via valley tunnels and passed the “prehistoric cave art gallery” at Teverga. The scenery was green and mountainous and we found the Hotel Casona de Don Santos at around 5pm.

Day 4 – Proaza to El Pino, Asturias (103km, 3148m ascent)

The morning was misty but warm with the sun peeping through. The day's highlight would be the famous Angliru climb and we had around 28km to La Vega as the “base camp”. As a loosener, Tony had planned a warm up over a 20% climb, some zig-zagging their way across the road soon after leaving the hotel! The scenery was stunning however, a bit like Hobbiton with small farms nestled in the hillsides of lush green trees and meadows. After crossing an industrial valley, we climbed up to La Vega for

coffee and the sun came out.

I was keen to get going up the climb and followed the Angliru signs up the first (easier) section of the climb. It was extremely pleasant with dairy farms and farmers on tractors in the lane. The average gradient was 6% but actually ramped up to 14% for short sections. At 6km, the road flattened on a plateau and passed a recreational area with great views of the valley. You can see the Angliru road steeply snaking up the mountain in front of you at this point, which looks pretty insane. After the plateau, the road ramps to well over 20% for a long section past wild horses. You have to adopt a “nose over the front wheel” position to keep the bike on the road. The gradient then “eased” a bit to 13-14% but often leapt up again to 20%+.

It felt increasingly remote and soon there were wild cows and flocks of vultures and alpine cloughs swirling overhead as the terrain became more and more rocky. Towards the top, the road was exposed and the final section was particularly brutal with a long section at around 23-24%. There were pictures of the Vuelta stage winners on some of the steepest sections next to the gradient markers which (sort of!) helped motivate. At 12km, the road skirts a rocky outcrop to a lunarscape parking area with disappointing views. It was cold and more vultures circled overhead. A chance for photos and preparation for the scary descent.



The descent was harsh on the wheels and brakes (Andy’s carbon rims were wrecked) but, back at the plateau midway down, I saw a golden eagle gliding at head height near me which was pretty special. We stopped again in La Vega for lunch and after a long break in the sun, we climbed up into heathland (again, very much like Exmoor) and then descended to the slightly undulating long valley road (with a welcome tailwind) to El Pino and arrived at the hotel at around 5pm.

Day 5 – El Pino to Cangas de Onis, Asturias (168km, 3652m ascent for the full route / 10 DNFs at 30km)

Day 5 was the undisputed low point of the trip for all involved! The rain poured for

most of the night and when we got up, it was dark, drizzly and murky. We climbed towards the Alto de San Isidro (1520m) and saw cows and calves coming down the road towards us, evidently trying to get to a lower altitude as the storm came closer. The climb would have been spectacular if the rain, thunder and lightning hadn't been so bad. It was pretty cold and desolate at the top of the pass and we quickly started downwards into the pouring rain. By now the temperature was around 6c according to my Garmin. The descent was full of surface water and hidden potholes as we steered our bikes as best we could through the freezing Lake District-like scenery.

At 30km we reached our scheduled coffee stop at Puebla de Lillo and made a bee-line for the best bar in town which we promptly swamped due to our dripping clothing. We were all shivering to the core and I remember stripping off as much soaking clothing as possible then struggling to make my hands work enough to put on some drier kit. A few coffees later and we were all feeling a bit happier but the rain was still tipping down outside. A few hardy souls climbed back on their bikes and continued whilst the rest of us discussed aborting the rest of the day due to the conditions. There were ten riders and two drivers to transport so we calculated the logistics and asked the barman to call a taxi. We loaded the bikes onto the camper and van then split ourselves across the various vehicles. For those of us in the taxi, it was a white knuckle ride (most of us wishing we had got back on our bikes!). We passed the remaining cyclists, all looking pretty grim but bearing up bravely, at the Puerta de las Señales (1625m).

The road to Cangas was extremely beautiful and, for those still on their bikes, the descent must have been a highlight of the trip. The road followed a narrow gorge for around 20km through the spectacular Picos de Europa National Park, between mountains similar to Argentina or Chile. We eventually reached Cangas at around 2pm and checked into the hotel.

Tony, Richard and Ken arrived later (the only bedraggled survivors, amazingly not hypothermic!) Everyone was either exhausted or somewhat disappointed. However, the best news was that we had all survived the worst that the Spanish mountains could throw at us!

Day 6 – Cangas de Onis, Asturias to Reinosa, Cantabria (132km, 3025m ascent)

Unfortunately, the rain had started again overnight and was now "hosing it down" (as it would continue to do for the entire day). The clouds were still so low we couldn't see any of the mountains around us. The road climbed towards Arenas de Cabrales then descended spectacularly into a huge gorge where we saw a man walking along the road carrying a staff, with no shoes, wearing just a pair of pants in the pouring rain. It was the most bizarre sight of the trip! The road continued along the bottom of the gorge to our first stop at around 50km in Panes. We made quick progress and it was warmer than the day before. The next section was into the Cantabrian dairy region, up and over another misty hill then a descent through the rain and autumnal trees to lunch at a very nice café in Puenteansa. We ate HUGE sandwiches and large pieces of cake with coffee whilst trying to dry out and warm up.

The final section of the day was through the Saja National Park which, had it not been so misty and wet, would have been absolutely stunning. The ascent was an average of 6% over approx. 12km which was very bearable for the end of the day. Around a

third of the way into the climb Helen shouted to everyone to stop and pointed to a furry creature in a meadow next to the forest. It turned out to be a rare wild cat so this was a pretty good spot and a very special moment!

The climb through the deciduous woodland was lovely and peaceful, with very few vehicles. At the top, the scenery was Dartmoor-like with wild ponies, cows and rugged moorland. The sun finally came out for the descent from the moorlands to Reinosa and we reached the hotel at around 5pm. The biggest mileage day was to come but we felt like we were breaking the back of the Raid.



Day 7 – Reinosa, Cantabria to Urkiola, Basque Country (182km, 2021m ascent)

Another disappointing breakfast (this was probably the worst!). We rode out into the misty (but dry) morning and continued as a group around a huge lake with storks nests on telegraph poles, then up into more Dartmoor-like scenery where there were lots of buzzards. The terrain continued to roll and the mist began to clear after around 30km.

We continued alongside an old railway following a magnificent valley which looked like an American canyon in a Western film. We rode fast as a group along a dead straight windy road for many kms with John powering away at the front and us hanging on in his wake. At Berberana, we took a left up a short stiff climb up and over the Puerto Orduna with an amazing descent the other side (beautiful tarmac and sweeping corners)



We rode on through rolling countryside past a hilltop fort to an off-road section near Belunza and saw more griffon vultures circling overhead. The weather had really improved and the sun was shining merrily as we descended then took a few short sharp climbs to the beautiful Embalse de Urrunaga lake and into the Urkiola Natural Park. The countryside became more wooded with evergreen forests throughout the park and glimpses of rivers and lakes as we made our way along the main road to our hotel. The final few kilometres were a draining drag up through the woodlands to Urkiola itself and then there was a final very steep climb to our hotel. However, we were rewarded with several beers and stunning views from the hotel patio, relaxing in the evening sun. It had been a much better day.

Day 8 – Urkiola to San Sebastian, Basque Country (97km, 1612m ascent)

The final day! There was a decent breakfast and the sun was peeping through the mist, promising a lovely day ahead. Even though today was short, it still felt a long way to go! The route started with an almighty steep descent from Urkiola to Durango with Formula 1 style hairpins. It was great. It was a Saturday morning and we saw several cycling clubs attempting the climb in the opposite direction; it felt like we were back in civilisation after several days in the wilderness! After navigating Durango with a short section of cycle paths to avoid big roads, we took a main road with a long 10% ascent up and over towards the coast (the descent the other side was extremely fast). We stopped for coffee in the port town of Ondarroa and sat in the sun drinking coffee and eating our first *pintxos* (mini open sandwiches with seafood – the Basque tapas). We then continued along the busy coastal road through Deba, Zumaia and Getaria, vying with some local Spanish cyclists along the way. We continued along the coast for a while, crossing the river Orío then took a sharp right into the hills behind to climb steeply through the Padre Orkolaga nature reserve and then descended straight down to our hotel on the outskirts of San Sebastian. It was baking hot but the views were superb from the nature reserve. An absolutely awesome finish to our Spanish adventure. That night, we celebrated in style with a Michelin rated restaurant in the old town followed by drinks on the waterfront. San Sebastian is definitely a place I will come back to!

Thoughts and reflections on the Raid España – Santiago de Compostela to San Sebastian

Route – the Raid España will require a really good level of endurance fitness and resilience, just as for the Alps and Pyrenean multi-day tours. Tony's route was impeccably recced, taking us through many outstanding National and Natural Parks within the region. The terrain is hugely varied and relentlessly rolling, although the altitudes are not so high (max approx. 1600m). The main challenges are the steep gradients (the Angliru climb is the most extreme but there are many other sections at 12%+), the weather (see below) and the state of the roads was pretty poor in places, particularly during the first third of the route. I would rate the difficulty of the trip somewhere between the Raid Alps and the Raid Dolomites, mainly due to the gradients and conditions.

Weather – the weather was probably our biggest challenge on this trip. Several people had warned me that “it always rains in the Picos” and I had of course read several articles about the “damp mist” that often hangs low over the region due to the proximity to the Atlantic. As such, it is really important to bring kit for all seasons (temperatures ranged from 42c near Santiago down to 6c in the Picos) and good bike lights and wet weather gear is a must. I have to say that I have never before ridden a whole day in such torrential conditions and we have never ever got off our bikes and taken a taxi before! Having the support van / camper was really important for this trip (as for other trips) for dry kit and spares.

Bike set up – due to the gradients, a compact chainset with a 30 or 32 cassette on the back is ideal (I had a 32 with a standard chainset on the front which was doable but a real grind on some of the steepest climbs). Wheels were important on this trip and we unbelievably used all of our spares (which has never happened before on previous Raids). We would recommend not using carbon rims and make sure you have front and rear back-ups in the van in case you hit a pothole!

Wildlife – if you like spotting wildlife, this region is definitely a hidden gem! From huge vultures swirling overhead to storks and wild cats, we saw a great range of unusual animals. There are lots of roaming horses, cattle and birds of prey throughout the route which makes the region feel very wild and remote. Apparently there are brown bears and lynx in many of the national / nature reserves although we did not see any on this trip (just the huge herd dogs protecting the cattle!).

Food – the food quality ranged from outstanding to quite basic but overall seemed pretty good value. Breakfasts were the most variable meal (from coffee and a slice of toast to a full tourist banquet!). Helen and Tony’s café planning ensured that we always had a decent stop for coffee and lunch each day. The sandwiches and tapas were always reliable although I wouldn’t suggest eating the tapas offered with drinks on the bar (I’m sure this is how I got a stomach upset!). For the same reason, I would recommend *not* drinking the local water. The best food was definitely in the Basque Country which is hardly surprising given the region’s reputation for seafood and Michelin-starred cooking – a great end to the holiday!

Santiago and San Sebastian – these two wonderful cities book-ended the trip. I would have loved to have spent more time in both, particularly Santiago because we only had a fleeting visit on the first day. I will definitely be going back to the region!

Hereford Wheelers' Reliability Ride - 24th February 2019

Long Ride: 53 Miles Short Ride: 27 Miles

After a beautiful Saturday at 15/16°C, the Sunday Reliability Ride was met with thick fog and mist and significantly lower temperatures, leaving riders with the dilemma of what to wear and how to be seen! Although initially Mark and I were concerned about reduced numbers, we were pleasantly surprised to see 64 riders taking part from numerous local clubs; Hereford Wheelers, Gannets, Tri Club, Ross CC, Spot-On crew, Ludlow Juniors etc. Amongst the riders was a Hereford-based Olympic medallist too!

The long route was tough but worthwhile, as the tops of Checkley and Garway Hills were found to be clear of fog and allowed views looking down on the misty valleys, which were almost ghost-like in appearance – a scenic reward for such challenging climbs.

As the riders started to trickle back to Allensmore Village Hall at about 12:30, the cakes and hot drinks were enjoyed, stories shared and routes discussed. Laughter and chatter filled the hall as more came back to sign back in and rest. The sun finally came out at the end of the event and the later riders returned in glorious spring sunshine and rising temperatures.

Dave Unsworth took responsibility for remaining in the hall whilst the riders were out on the road and made drinks for the first riders until others returned to help. Thanks to Dave for his support for the event. Thanks also to all who made and donated cakes. Entry was by voluntary donation and £170.00 was raised for St Michael's Hospice.

Thanks to all who took part and supported the event, despite the weather conditions. Although a reliability ride is for establishing that you and your bicycle are ready for the riding seasons ahead, the one thing that can't be relied upon is the weather!

Julie Montez

Life Story: John Chaney

“ A very likeable man who was so good to have around”, “such a lovely man”, “ a very funny and caring man”, “a lovely, easy going, happy person”. These are just some of the many tributes to John that Maureen received in cards, letters and by email. He was a man who never had a bad word to say about anyone, and didn't judge anyone. This is his story.

John was born in 1945 in Walthamstow, London, and lived with his parents and grandfather, a brother and sister. When he was 3 years old the family moved to Hertford, where his father worked in the local hospital as an accountant with the newly created NHS, and then to Harpenden where they bought a house. John went to Manland junior and secondary school in Harpenden, and was forever grateful to his science teacher, who put him off smoking for life!

But school was never the main focus of John's young life. His grandfather bought him a bright orange bike when he was just 7 years old, and he was hooked. He joined the cubs and scouts, but it was cycling that really mattered and at 13 he joined the local branch of the CTC.

After leaving school at 15 John joined a firm of printers, and worked as a printer until he retired. He met Maureen at work in Dunstable in 1973: they didn't click right away, he moved firms from Dunstable to Leighton Buzzard, but turned up for the office Christmas Party, and that was the start of a lifelong romance. John and Maureen married in 1975, and they set up home in Welwyn Garden City, together with John's young children, Martin and Diana.

Maureen and the family were the loves of John's life: but cycling came a very close second! John was immensely proud of Martin and Diana, and thrilled when Martin took up cycling more recently. Over the years John was a member of Verulam, Lampard and GS Lantern Rouge cycling clubs in Hertfordshire. He cycled to almost all the youth hostels in the country, initially with his mates, and later with Maureen. Together John and Maureen took part in countless time trials, audax events and sportives. They did a lot of cycling on the continent, including all the classic



routes in the Alps, the Tour of Flanders and in 1983 they completed the infamous Paris Roubaix. They went over to watch the Tour de France several times, as well as the world championships and the Belgium pro races, and what they weren't able to see in person, they would watch on TV. John was well known for keeping his bikes in an immaculate condition, even through the worst of Hereford winter rain and mud. John and Maureen also generally went out in matching cycling attire – much to the amusement of their fellow cyclists. Indeed, they have over 100 cycling tops between them!

John and Maureen had done a lot of cycling in Shropshire and the Welsh borders, and

came to the CTC Birthday ride in Hereford in 1991. They were so taken with the area that they finally decided to move here, and settled in Clehonger in 1998 where they quickly became integrated in village life through the Seven Stars, and joined the Hereford Wheelers. John worked for a local firm of printers for a while, and then on retirement at the age of 60 took on a job as a porter at Hereford Hospital. Although he was only there for 3 years, some 10 years ago, he was much liked, and well remembered by hospital staff when he was admitted a couple of months ago at the start of his illness.

John was always very fit and healthy, so neither he nor Maureen were in any way prepared for the swift onset and relentless course of his illness. This makes his death so very hard to bear for Maureen, his children, grandson and friends. He is sorely missed but he leaves many happy memories behind.

MEMBER'S QUESTIONNAIRE

This edition's questionnaire is by Dean Prosser, Hereford Wheelers cyclist, TT racer, committee member, cycling kit representative, Club Person of the Year.

WHERE WERE YOU BORN?

I was born in Hereford.

WHEN DID YOU START CYCLING AND WHY?

I started cycling again back in 2014; a mate at work suggested we do the London to Brighton ride for our company's charity.

I wasn't doing any exercise and so started training on a hybrid bike in the May and used it for the ride in September. Loved the training and was hooked.

WHAT WAS YOUR FIRST BIKE?

My first road bike after the charity ride was a Boardman Team Carbon.

WHEN DID YOU JOIN THE WHEELERS?

Joined the club in 2015, as I'd started to do the Time Trials.

WHAT IS YOUR BEST CYCLING MEMORY?

Best memory, hard to choose; maybe something like the descent down the Coll d'Alforja, April 2017 near Cambrils in Spain.

WHAT WAS YOUR BEST CYCLING PERFORMANCE/RIDE?

Best performance, probably a 10 mile TT with PB of 22:12 on the R10/17 set 18th August 2018.



WHY DO YOU ENJOY CYCLING?

Enjoy cycling for many reasons all together really. How fit you become, the great feeling you have knowing you're going for a ride, the buzz after you've finished a ride. The scenery we ride around locally is stunning, and it's a great social hobby.

HOW OFTEN DO YOU RIDE?

On average about 4 times a week.

WHAT BIKE(S) DO YOU CURRENTLY OWN?

My Road bike is a Cannondale Super Six, TT is a Cannondale Slice Di2, winter bike is a Trek Madone 2.1. Also still have the Hybrid and also a Scott Solace.

WHICH IS YOUR FAVOURITE BIKE AND WHY?

Favourite is the Cannondale Super Six, it's a really bright Electric Yellow colour.

WHAT IS YOUR FAVOURITE RIDE?

Favourite ride is one of the many we take in Cambrils Spain, stunning scenery and great road surfaces, with great respect shown to you from the drivers over there.

WHAT IS YOUR FAVOURITE POST RIDE MEAL?

Meal is one from Cycling Weekly, actually one of several I've cooked, Marinated Teriyaki Salmon, with Udon noddles and a veg too.

WHAT DO YOU CONSIDER TO BE THE BEST CYCLING INNOVATION IN THE LAST 30 YEARS?

The change from Downtube shifters to incorporating it in the brake lever hoods. Still reasonably new to cycling, but look at those old gear levers on the downtube and think I wouldn't fancy that!

WHO IS YOUR CYCLING HERO?

Loved watching the Tour when I was younger, Miguel Indurain is the star I recall the most, nowadays it's Chris Froome although G is getting there too.

DO YOU HAVE ANY HOBBIES?

Cycling is the hobby now, previously I was really into fine wine and Bordeaux reds and the area in particular.

HOW WOULD YOU IMPROVE HEREFORD WHEELERS AS A CLUB?

Do anything we can to encourage younger members, hold more events and races with trophies etc. Hopefully the new cycle track will really help with this.

NOTICES

Hereford Wheelers' Forthcoming Social Events – Dates For Your Diary

QUIZ & CHIPS EVENING – Wednesday 16th October at Hereford Rowing Club.

This year your question master will be Mark Montez. Valerie Hurrell will be organising the food and prizes.

2019 DINNER & PRIZE PRESENTATION – Friday 29th November at MFA Bowl, Hereford. Our guest of honour will be rising star, Herefordshire rider Josh Sandman. Josh set a new Junior National 10 Mile Time Trial Record in 2018, with a time of 18 minutes 16 seconds. As a junior, he raced in Belgium, France and the Netherlands. Josh is currently based in Spain, riding for the team Equipo La Tova – Asesoría Almudevar, where he is competing in senior road races. He won the Memorial Mariano Cabrero Road Race in Spain this year.

Further details of both events to follow.

Valerie Hurrell

Social Secretary

Hereford And District Wheelers Cycling Club

Racing Programme for 2019

("under CTT rules")

All Thursday evening time trials start at 7.00pm (unless specified). Sunday morning time trials start at 9.30am
All riders are required to sign on at least ten minutes before start. Late entries at the discretion of the timekeepers.

All riders are entirely responsible for their own safety at all times.

Time Trial Sec: Chris Hughes 07970 865 434 or cmshughes@outlook.com

Web site www.herefordwheelers.com

	Date	Cups	Start	Event	Course
Thurs	13th June		1900	8th '10'	Yazor
Thurs	20th June		1900	9th '10'	Allensmore C10/16 (c)
Thurs	27th June		1900	3rd '25'	Stretton Sugwas
Thurs	4th July		1900	Inter-Club 2-up '10'	Leominster Leom 10 (Arrow)
Sun	7th July	10		Club '30' Championship	R30/7 WCA 'OPEN'
Thurs	11th July		1900	10th '10'	Lugg Bridge C10/17
Thurs	18th July	17	1900	4th '25' (2nd Handicap)	Leominster
Thurs	25th July		1900	11th '10'	Leominster Leom 10 (Arrow)
Sun	28th July	7,8,9,16	0930	Club '50' Championship	Stretton Sugwas
Tues				Inter-Club 2-up '10'	Brimfield
Thurs	1st August		1900	12th '10'	Allensmore C10/16 (c)
Thurs	8th August		1830	13th '10'	Leominster Leom 10 (Arrow)
Thurs	15th August		1830	14th '10'	Lugg Bridge C10/17
Sun	18th Aug	13,14	0930	5th '25'	Stretton Sugwas
Thurs	22nd August		1830	15th '10'	Allensmore C10/16 (c)
Thurs	29th August		1830	Pencombe Hill Climb	Pencombe
Sun	1st Sept			WCA 12hr	R12/16
Thurs	5th Sept	15	1830	Haugh Wood Hill Climb	Haugh Wood
Thurs	TBC			Capler Hill Climb	Capler

Course Key:-

C10/16 - Allensmore (C) C10/17 Lugg Bridge Yazor 10 - Yazor Leom 10 (Arrow) - Leominster
R25/8C - Weobley CS/11 - Golden Valley (C) Leom 25 - Leominster Hill Climb - Haugh Wood

Officials:-

Phil Windall Marion Hatton Barbara Alsford Sue Bissell Ed Hadley John Duggan

Club event entry fees:-

£4.00 Hereford Wheeler club members £5.00 Members of other CTT Affiliated clubs (incs. £3 CTT Levy per race)

£6.00 All others (including 'One day Membership' - Membership form must be filled in and signed for each race)

JOIN THE CLUB ! ----- Membership only £10.00 a year (1st & 2nd Claim)



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